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## Intimations.

**DAKIN BROS. OF CHINA, LIMITED,**  
DISPENSING CHEMISTS,  
WHOLESALE AND DETAIL DRUGGISTS,  
QUEEN'S ROAD.

DAKIN'S CHOLERA ELIXIR,  
For Administration in  
CHOLERA, DYSENTERY, COLIC, &c.

THIS well tried remedy has been in extensive use in India, Burma, and some parts of China for many years, and has proved beyond doubt its efficacy in arresting the rapid progress of Cholera symptoms, and in combating this fatal malady when developed.

An infallible stand-by, no House should be without it.

Cholera Belts, Hot Boxes, Hot Water Bottles, &c., etc.

Sold in 3 & 8 oz. Stopped bottles,  
at \$1.50 and \$3.

22, QUEEN'S ROAD CENTRAL.

(Telephone No. 60.)  
Hongkong, 28th May, 1889.

**WATSON'S GINSENG BITTERS**  
(REGISTERED)  
TONIC, STIMULANT, ALTERNATIVE,  
AND CARMINATIVE.  
A Specific for all forms of Debility, Dyspepsia,  
and Malarious Affections.

GINSENG, the Cinchona of China, has been used for many centuries by the Chinese as a tonic, stimulant, alternative, and carminative. In all forms of Debility and Dyspepsia, as well as in Malarious affections, it has ever been regarded as a specific.

Dr. F. PORTER SMITH, late Colonial Surgeon, of Hongkong, says of the remedy:—

"Several cases in which life would seem to have been at least prolonged by the taking of doses of this drug indicate that some positive efficacy of a sustaining character does really exist in this species of lywori."

The Bitters are prepared from carefully selected specimens of the very finest quality of Ginseng, combined with other ingredients to improve the effect.

In Bottles, \$1 and \$1.50 each.

"A NEW REMEDY."

**PEPTONIZED FLUID EXTRACT OF BEEF KARN**

Specialty introduced for Invalids and all who suffer from weak or impaired digestion. Being made from the best fresh English Beef in a very concentrated form it is admirably adapted for general family use and for travellers on board ship.

It will keep good for any length of time in any climate.

In Bottles, 75 Cents and \$1.50 each.

Sole Agents for  
Hongkong, China and Manila,  
A. S. WATSON & Co., Ltd.

**WATSON'S PRICKLY HEAT LOTION.**

Is the safest and best cure for Prickly Heat, it affords instant relief, and will be found useful in allaying all irritation of the skin whether arising from acidity or caused by the bites and stings of insects. It is also a useful Tonic for the complexion. In Bottles, 50 Cents and \$1 each.

A. S. WATSON & Co., Ltd.,  
THE HONGKONG DISPENSARY.

Hongkong, May, 1889.

**The Hongkong Telegraph**

HONGKONG, TUESDAY, JUNE 4, 1889.

Is an interesting phase of History going to be repeated in Hongkong, and are we to have an Epicurean era again? It would seem such a consummation is probable. What satisfied the high-toned Hongkongites of earlier days is voted too utterly common in these hybrid times. Fashions of the very latest, and viands of the choicest are what is demanded by our bloods of the present day. Meat and Chandon, Cigarettes, etc. were all very well for the hospitable tables of the fathers of this colony, but nothing short of special brands with the personal monograms of our hybrids will be permitted in these degenerate times! Then again we are striven to repletion with Sanitary and Hygienic whims of self-styled professors until we feel inclined to cry with the poet: *Sanitas Sanitatum, all is in-sanity!*

Not the least noticeable event under this head is the publication of the correspondence between His Excellency the Governor, and one of our local practitioners, Dr. HARTIGAN. The Government of this Colony for years past has devoted its energies and revenue without stint, towards making this a model colony both as regards hygiene and sanitation, and statistics which cannot be disputed, testify only too accurately to the high degree the Government have succeeded in its aims. A certain section of the community, amongst whom we regret to class Dr. HARTIGAN, are never satisfied unless they have a finger in the pie, and are always ready at fault-finding, never mind what is done or endeavoured to be done. Take for instance the Pok-fok-lum water question, which gave rise to the controversy referred to above. Wholly exceptional causes have this year given the water from the Pok-fok-

lum reservoir an unusually discolored appearance. It must be borne in mind that this colony, has been principally dependent upon this source of supply for its potable water for the past fifteen years and more. Further, that periodical analysis has proved beyond question, as the forthcoming Government analysis will confirm, that the rain water catchment in that reservoir is about of as pure a character as can be obtained anywhere on the earth's surface. Moreover, the temporary discoloration of the water from this reservoir at the commencement of the season is nothing new, but is more or less the rule as Dr. HARTIGAN should have been well aware. Under these circumstances, we cannot comprehend why the excellent medico should so rashly rush into print, and give the whole weight of his professional opinion, in alarming the public unnecessarily as to the dangerous quality of the water from its principal source of supply, without first taking upon himself to prove that the established character of the water had suffered.

In endeavouring to find a solution for Dr. HARTIGAN's extraordinary conduct in this respect, we are naturally led to ask what particular class of his patients had he all this anxiety about? Was it the hybrids mentioned above? If so their epicurean tastes certainly do not run in the water-drinking line to such a degree as to excite his anxiety. Was it on behalf of the interests of the overwhelming majority of Chinese residents in this colony which occasioned this concern of the worthy Doctor? If so, it is indeed something new to find Dr. HARTIGAN posing as an advocate on their behalf. Furthermore, he would seem to have forgotten that this Island, on account of the pure character of its water, has for ages been named, and deservedly so, the "Island of Fragrant Streams." Nor is its reputation in this respect confined to the neighboring Empire, but is appreciated, if not by the natives of Greenland's icy mountains, at all events by those of "India's coral strands," as witnessed by the Sugar candy manufacture of this colony, and proposed Paper-factory, solely by reason of the water, the former having for over a quarter of a century commanded the highest price throughout the Hindoo provinces of the Indian Empire. If it be neither of these sections that occasioned the compassionate sympathies of the excellent Doctor, we are driven to the conclusion that his concern was on account of his own patients, which of course is commendable enough had there really been anything worthy of so much fuss. But if rumour is to be credited with regard to these, no one is more resolute than Doctor HARTIGAN in insisting on his patients using water first boiled and then filtered; a process in itself, which effectually clears the discoloration complained of, and which if the experience of the greater portion of the civilized world is of any account, more especially with rain water such as that of Pokfulam, is healthful in the extreme. If it was not potable water which occasioned the doctor's indignation, surely pure rainwater clarified by a little alum, was all that could be desired for bathing purposes even of the most fastidious, although we are free to admit if this Epicurean fad continues, milk will become the fashion in Hongkong for bathing purposes, as in Greece of old, not only for the fair ones of the Colony, but for its bucks, and mashers as well.

Under all the circumstances we think His Excellency the Governor was quite right, as the head of the Executive, to deprecate an unfounded alarm upon so vital a question, when investigation clearly showed its fallaciousness. In regard to Egypt, the Doctor was wrong in stating that the unhealthiness of the troops there was principally due to the character of the water. British troops have not, we regret to say, reached the highest standard of temperance. In Egypt, the water of the Nile (not in itself of a low character), was treated by condensers, boiling, and filtering before being supplied to the soldiers; consequently to climatic and other causes, must be attributed the high mortality rate. Before Dr. HARTIGAN rushed into the controversy, he should have remembered that this colony is not now governed by a vain imbecile like Sir George Bowen, or a fossilized mummy like W. H. MARSH, either of whom Dr. HARTIGAN's letter would have driven into fits; but that Sir WILLIAM DES VŒUX, the present Governor of this colony, is an English gentleman with a mind as well as a will of his own and as he is responsible for the Government, he is evidently determined to hold the reins and drive his own horses. It is this high conception of duty which has not, and never will find favour with a small interested minority in the colony, but which will commend itself and be appreciated by the vast majority of the population of all classes over which His Excellency has been called upon to rule.

## TELEGRAMS

## IRELAND.

LONDON, May 25th.  
The Mayors of Dublin and the principal Irish Cities have presented addresses to Mr. Parnell stating that they never accepted the Commission as a fair tribunal, and that the judges are not competent to decide fairly on the political issues submitted, and that Irishmen relied on the verdict of History.

## PARLIAMENTARY.

June 2nd.  
The House of Lords has finally passed the Bill for the Naval defences.

## THE QUEEN AT ALDERSHOT.

The Queen has reviewed the first Army corps at Aldershot, the Prince of Wales and Duke of Cambridge both being present.

(From the *Courrier d'Haiphong*)

## THE KING OF ITALY.

PARIS, May 25th.  
The King of Italy has left Germany to re-enter Italy after traversing Switzerland.

## THE FRENCH COLONIAL TROOPS.

May 27th.  
By a decree from the President of the Republic the Colonial troops are attached to the Ministry of Marine.

FRENCH NAVAL APPOINTMENTS.  
Rear-Admiral Rieuher has been appointed Vice-Admiral and Maritime Prefect of Rochefort.

## LOCAL AND GENERAL.

THE Spanish Consul informs us that a telegram has been received from Manila, stating that there are no further indications of a typhoon.

GOLD coin is at a premium of 64 per cent in the Argentine Republic. An over-issue of paper has broken down the finances of the country.

"PAPA'S HOME TONIGHT" is the title of a new song. So the old man has yielded at last, we see, it must be about fifteen years since they began to coax him with "Father, Dear Father, Come Home."

A COMPLETE report, from our Special Correspondent, of the general meeting of shareholders in the *Société Française des Charbonnages du Tonkin*, held at Hongkong, Tonquin, on May 31st, will be found in another part of this issue.

An English electrician has invented a material that he calls "aluminium" for the prevention of corrosion in boilers. The interior of the boiler is coated with the material, and from time to time electrical currents are sent through it.

"TRUE, Monsieur le Curé, I am a millionaire, but will you undertake to insure my eternal happiness if I bequeath a large sum to your church?" "I cannot settle that point, Monsieur le Marquis, but the experiment is well worth trying!"

We notice that by a rule made a few days ago, emigration officers are bound to sign every contract passenger ticket, which must also be stamped with a view to preventing the fraudulent use of the tickets. This means a little more work for the very handsome commission these gentlemen receive.

THE steamship *Caribbrooke*, with the "pilgrims" who have been on a special visit to the coal mines at Hongkong, Tonquin, arrived in port this afternoon. With the exception of Mr. J. S. Lapraik, who was unlucky enough to get a touch of the sun at Haiphong, the *voyageurs* appeared none the worse for their trip.

A REPORT lately laid before the Italian Chamber of Deputies shows that in Italy there are 12,043 persons who have received licenses to beg, and who are therefore unchallenged by the police. The bill now before the chamber providing for the abolition of these licenses and for the erection of a poorhouse in each commune.

INSPECTOR Quincey dropped on a Chinaman last night, in Wellington Street, in charge of some coillies, carrying fifty old muskets, and as many bayonets. He said he had bought them for \$1.70 each, and was taking them to Canton. Mr. Pollock fined him \$100, to-day, for carrying arms without a license, and ordered the weapons to be confiscated.

THE steamship *Anchissa*, from Hankow, with new season's tea for the London market, passed Chingling at 2 p.m. on the 30th ult., and passed Woosung at 9 a.m. to-day. The only other vessel at present loading for London is the *Glamorgan*, which is expected to arrive on Saturday, (1st June).

HERE is a story told as a solemn fact by the *Pittsburg Dispatch*:—"Ladies and gentlemen," said the manager of a Boston theatre, coming in front of the curtain at the end of a fourth act, "we have just discovered the cause of the stifling temperature from which you have all doubtless been suffering. The house has been on fire for nearly half an hour. In assuring you of my regret at the occurrence and the unavoidable necessity of bringing the performance to a close, you will permit me to express my heartfelt joy that we have succeeded at last in thoroughly warming up a Boston audience."

SUPERSTITIONS and figures have always been mixed up. Here are a few samples:—  
Virgil tells us that the gods esteem odd numbers.

There were seven wise men in antiquity and seven wonders of the world.

Miraculous powers are supposed to be possessed by the seventh daughter.

Nine grains of wheat laid on a four-leaved clover enables one to see the fairies.

It is an ancient belief that a change in the body of a man occurs every seventh year.

Faintly said: "They say there is divinity in old numbers, either by nativity, chance or death."

The number 3 was the perfect number of the Pythagoreans, who said it represented the beginning, middle and end.

In the Faroe Islands there is a superstition that seals cast off their skins every ninth month and assume the human shape.

Among the Chinese heaven is odd, earth is odd, earth is even, and the numbers 1, 3, 5, 7, and 9 belong to heaven, while the digits are of the earth.

The Siamese have a regard for odd numbers, and insist on having an odd number of doors, windows and rooms in their houses, and that all staircases must have an odd number of steps.

At the Sanitary Board meeting to-morrow the Order of the Day is:—  
Final disposal of city refuse.

THE P. & O. S. N. Co.'s extra steamer *Tekaran* left Bombay for this port on the 1st inst. at noon, and the steamship *Lombardy* left Singapore for this port at 4 p.m. yesterday.

THE Manager of the Hongkong Gas Company informs us that the gas supply to the whole of Colony East and West was resumed yesterday; any individual complaints would receive prompt attention.

THE *Arrallon Apar* struck one of the posts of the old P. & O. Wharf this morning, whilst coming alongside, and pierced one plate in her bow, another being bulged in. Both are above the water-line.

THE rising generation in Australia is said to be developing a peculiar nasal twang in the voice that promises to become as distinctive as is the Yankee twang in the United States. The school teachers of the country have been exhorted to suppress the twang.

AMONG the declaration of principles of a large new club in Chicago are: "No club house, no constitution, no dues, no forfeitures, no profits, no President, no borer, no dress coats, no dyes, no dues." That's the sort of club we want in Hongkong.

At the Harbour Office this morning, before Commander Rumsey, R.N., Carl Brown, boat-swain of the bark *Camelot*, summoned Captain Murphy for assaulting him, on the 24th May, at sea. They had a row about a missing shark-hook, which ended in the captain calling Brown a Dutch son of a gun (only he didn't say gun) and hitting him.—Five dollars.

DR. HENRY DUCHENNE has drawn up a list of the disorders which especially affect the left half of the body, and concludes therefrom that it possesses a biological inferiority to the right. He says obliterating arteritis affects the left lung oftener; calculus nephritis and renal cysts, the left kidney; ovaritis the testicle; varicocele the left spermatic veins; neuralgia, chorea, hysterical anaesthesia, the left side; cancer of the breast the left mamma.

SAYS the *Singapore Straits Times* of the 25th ult.:—"Messrs D. Brandt & Co., the local Agents of the Austro-Hungarian Lloyd's Steam Navigation Company, have received a telegram that the steamer *Electra*, which left Penang on the afternoon of the 25th on her outward voyage, put back there yesterday with fire on board, and that the steamer *Medea*, on her homeward trip, has been kept back to assist her. The Hongkong Agent informs us to-day that the *Electra's* cargo in the main hold has been damaged by fire and water, and that the vessel is expected to leave Penang to-morrow.

On the arrival in harbour this afternoon of the steamship *Caribbrooke* from her trip to the stranded steamer *Arday* at Cape Batangan and to the coal mines of the *Société Française des Charbonnages du Tonkin* at Hongkong, Captain Cass was presented by the passengers with an address and a handsome souvenir in recognition of his kindness and courtesy, which contributed so greatly towards making the voyage a pleasant one. The presentation was made by Mr. M. Grote in a few graceful words; Captain Cass, who appeared greatly astonished by the unexpected compliment, responding in suitable terms amid much applause.

SAYS the *Foehow Echo* of the 25th inst.:—"The little birds have whispered in our ears that some sort of arrangement is on the tapis for the chartering of steamers by the native teamen of Foehow to take their trips to London and Australia, should foreign buyers not acquiesce in being dictated to, and come to terms at the proper time. We must certainly congratulate plucky John Chinaman for his sublime idea. There is not the least doubt that the people merchants will be only too glad to grant the teamen every facility in order to carry out their undertaking as it will simply enable them to help our celestial friends to jump from the frying pan into the fire.

OUIDA, who is a crusty old maid, thus holds forth on matrimony:—"If ever one is to pray, if ever one is to feel grave and anxious, if ever one is to shrink from vain show and vain babble, surely it is just on the occasion of two human beings binding themselves to one another, for better and for worse, till death part them. The people merchants, especially the bride-to-be, are on such a day willing enough to shrink from vain show and vain babble, but their friends and relatives insist on trotting them out and making them show their prices. Indeed, for a man of shy or nervous temperament to be married without chloroform is a painful operation. He may be a strong man, but he feels like Samson when, for the sake of a woman whom he loved, he allowed his eyes to be put out, and heard the Philistines calling upon him to make sport for them.

It is very amusing, says a writer in the *Chicago Journal*, to think of the sanitary fads that have burst into existence, culminated a brief while, and died out entirely. Think of the blue-glass infatuation, when ignorant people gravely discussed the potent effects of the blue ray of the spectrum, etc., and credulous householders went to the expense of having one or more blue-glass windows set in the apartment of the family invalid. Again it was the fish diet. It was gravely asserted that the phosphorus that resided in the scaly tenants of the waters furnished just the nutrient required for the building up of brain matter. Curiously enough, it never seemed to occur to anybody that those tribes who were forced to live mostly upon fish—the Esquimaux, the Lapps, etc.—exhibited a lower order of intelligence. Generally it was men who found it hard work to compose a letter who descended most eloquently upon the merits of this diet and made themselves its converts. Then came the cold-water apostles. They preached cold-water douches on rising and "washed themselves out" with a glass of cold water before breakfast. Their notion of their internal arrangements seemed modeled after that of an empty barrel, which daily needed a rinsing. Then came the cranks who believed in electric tooth brushes and magnetic belts and shoe soles, and who applied those articles with no more knowledge of magnetic than of ocean currents. Once in a great while you see a revival of the notion of earth currents, and the necessity of persons sleeping with their head toward some earth pole—said pole having really no existence, and the ability to have a slumbering body lie due north or due east, being dependent mainly upon the fact of the house you sleep in, a fact apparently never taken into consideration by these theorists.

**THE SOCIÉTÉ FRANÇAISE DES CHARBONNAGES DU TONKIN.**  
The first general meeting of shareholders in the above named Company was held in the offices at Hongkong, in the presence of Kwang-yen, Tonquin, on Friday, May 31st.  
Those present: Monsieur Barvier-Chauffour, Hon. C. P. Chater (Directors), Messrs M. Grote, A. G. Morris, J. Ezekiel, Capt. R. Cass, Monsieur Champin, (Auditor), S. J. Danby, W. H. F. Darby, A. P. Stokes, and Monsieur Devaux, the Company's solicitor. The press was represented by Monsieur de Cussy de Cologny, editor of the *Courrier d'Haiphong*, and Mr. R. Fraser-Smith, editor of the *Hongkong Telegraph*.  
Mr. Chater proposed and Mr. Danby seconded that Monsieur Barvier-Chauffour be elected Chairman of the meeting, which was unanimously agreed to.  
The Chairman, after reading the notice convening the meeting and the Order of the Day, stated that there were ten shareholders present, representing 5918 shares of the value of 2,959,000 francs, which were more than were required by the statute to render the meeting valid. In accordance with French law he would now ask two shareholders, the Hon. C. P. Chater and Mr. Morris, to officiate as scrutineers, and Mr. M. Grote to act as secretary. The meeting now being legally constituted and the Order of the Day submitted he would proceed to read the—  
**REPORT OF THE BOARD OF DIRECTORS.**  
Gentlemen,—the report we have the honor to place before you this day is but a *resumé* of the work we have executed from the time we were placed by you at the head of our undertaking. And this is all we are enabled to do. Indeed, according to the terms of Article 43 of our by-laws, our working year terminates only on the 31st December, 1889, so that we shall not be able to submit the accounts to you until our next annual meeting. To sum up, our transactions to date are limited to outlays for general expenses, first surveys, buildings of all kinds, and purchases of material, as we have not yet entered upon the period of production, notwithstanding that every activity has been displayed. We need scarcely state that the greatest economy has been observed in these outlays and that all monies expended have been judiciously laid out. We will add that in order not to uselessly encumber our first budget, which owing to force of circumstances cannot be productive, the Board of Directors has voluntarily resigned the sum of 50,000 francs allotted them as fees in accordance with Article 27 of our by-laws. It is only to our working so far, to the results obtained, and to our future hopes that we wish to draw your attention to-day.  
From the day after the signature of our Act of Concession we took steps to secure the technical staff necessary for the commencement of the works. This task was not easy. Our Act of Concession imposes upon us a French-managing staff, so that our choice was forcibly limited, and in addition there was the difficulty of finding the right men for the right place, which was rendered still more difficult by the antipathy many Frenchmen have to emigrate, especially to Tonquin, a country greatly maligned. After some months we were successful in securing as manager the person who appeared to possess the necessary qualifications, and on his arrival the work which during our prospecting operations had already been commenced, was pushed along with great activity. Our chief engineer, a very competent man in mining matters, laid the foundation of exploring on a large scale without delay, being thoroughly imbued with our oft-repeated wishes to arrive at a rapid output. Unfortunately his health failed, which frustrated his efforts. Too old to withstand so trying a climate, he was frequently taken ill and was unable to always direct the work which he had inaugurated. Thus the delays, the miscalculations, and finally for us the necessity to replace our Engineer, weighed upon his mind, and he was neutralized by his state of health. There was no time for hesitation, our responsibility was too great, we were too well aware of your wishes, and in face of the criticisms of which we were the object, and from which no new enterprise escapes, it was necessary to show our vitality by a rapid output; while on the other hand we wished to prove to the French Government, which regards our enterprise with such keen interest, that our efforts on one of the greatest works on which this young Colony depends, should not be delayed and that we would promptly adopt such measures as circumstances demanded; therefore, without losing a moment, we immediately proceeded to find a new Engineer. This time, owing to the kindness of our Chairman, who was good enough to give us one of his own staff, we think we have secured the right man, to whom we can with every confidence entrust the direction of our technical work. Since his arrival the undertaking has been pushed forward with great activity; surveys have been organized in order to accurately determine the extent of the coal-beds we have to work, and the works already commenced have steadily continued to enable us to obtain practical results as regards output at an early date.  
The natives employed, although working in a satisfactory manner, have not the necessary knowledge to bring about this double work without European supervision. This has necessitated our obtaining from France a certain number of skilled overseers and practical miners, and we already see a vast improvement in the works since their arrival. We have likewise imported from France the necessary material, such as rails, waggon, and sundry other plant. All this has taken time; but now we are sufficiently well organized to place our undertaking on a firm and substantial basis. The surveys already made have, by the discovery of new seams of coal, given unmistakable proofs of the great wealth of our concession. On the other hand actual mining operations are progressing so well that we shall shortly be able to supply consumers with suitable coal.  
No one need be surprised that jealousy and ill-will have been at work in spreading rumors that we had not yet offered coal for sale. For the authors of these reports we had not far to seek. The reason why our coal has not yet been placed on the market is very simple. It is true that our coal is near the surface, and, of course, it is no better for that, on the contrary, before reaching lower seams considerable preparatory works inherent to all enterprises of this kind had to be undertaken and the coal which we have worked up to the present has only been utilized to bank up the works, and however much we would desire to begin sales, the interests of our Company, be it understood, have compelled us which we are certain will meet with your approval, to defer the time till we can approach consumers with coal of a superior quality. That day is not far distant. Trials have lately made on board of a Government gunboat prove to us that we are not far off good coal, these trials having proved most satisfactory. Our coal was found of good quality, slow to combustion, burning well with a long, white flame, giving little smoke and hardly any cinders. Its heating power is very great, and although it lacks cohesion somewhat, this fact will disappear as we go deeper, where the coal will certainly be more adhesive, powerful, and we shall then produce first class fuel. We base this conclusion on the report of our Chief Engineer.  
To sum up;—the future of our Company presents itself under the most favorable aspect. We possess coalfields, of the richness of which there is no doubt, and we are now certain of the quality of our products. The shareholders can rely upon all our efforts to forward the works as much as possible in order not to put your patience to too long a trial, and if nothing unforeseen occurs to frustrate our hopes we shall soon enter the period of production, which will reward you for the confidence you have had in our enterprise, difficult from the beginning, but which to-day

with great strides approaches the success so justly merited by our united efforts.  
For the Board of Directors,  
BAVIER-CHAUFFOUR,  
Managing Director.

Hongay, 31st May, 1889.  
The Chairman—I now call upon Monsieur Champin, one of the auditors, to read his report. M. Champin—Mr. Chairman, I shall be glad if you will kindly read my report.  
The Chairman then read—

## THE AUDITOR'S REPORT.

Gentlemen,—The report which we have to present on the financial situation of the Company will only have to be made, according to Article 43 of the by-laws, on the 31st of December of this year. To-day we only give you a brief account of the works. You have heard the detailed report presented by the Board of Directors. We have ascertained the correctness of the particulars given in that report, which we fully endorse.

We have been following closely the efforts made by the Managing Director in order to push the works forward, and have witnessed the numerous difficulties which he has had to deal with. The most ungrateful portion of his work has now been accomplished. The trials made with the coal have been satisfactory, and thanks to the practical management of Mr. Beauverie, the engineer-in-chief of the Society, the day is not far distant when coal will be delivered to consumers. We may mention that if this day has been somewhat delayed, it has to be attributed to the method which it is necessary to observe in an enterprise like this.

To sum up, the working goes on most satisfactorily, and we propose a vote of thanks to Mr. Barvier-Chauffour for the skill and intelligence which he has shown in the particularly difficult beginning of the enterprise.

Haiphong, 15th April, 1889.

AND, CHAMPIN,  
Auditor.

The Chairman—Gentlemen, I am sorry to have to read the last sentence, but I could not help it. I will now read the special report of our Engineer-in-Chief.

REPORT OF MONSIEUR C. BEAUVERIE,  
ENGINEER-IN-CHIEF.

## GENERAL INFORMATION.

The concessions of the Société Française des Charbonnages du Tonkin are to a great extent yet unexplored. Only the regions close to the coasts and rivers have so far been surveyed. Some portions in the interior of the Hongay and Hatou concessions have been noted as valuable, but their access being rather difficult, nothing definite has been accomplished. The works are at present concentrated on four points, the two principle ones, the "Marianne" and "Mathilde" mines, and the "Marguerite" mine—being situated in the Hongay concession. This region is exceptionally rich and its situation on the coast and near the rivers which divide it, will facilitate the transport of the first output by water. Its vicinity to Hongay will allow later on of the cheap transport by land of the future output, which will be very important. The third base of operations is at Hatou, and is called the "Fanny," which is at present the only mine known in this concession. The output of this mine will ere long arrive at Hongay, both by land and sea, the distance being about eight miles, until the final completion of the direct communication between Hongay and Hatou by a railway which will be the great artery of these two concessions.

The Gampha concession has also been the object of preliminary works, which, although effected near the coast and close to the rivers, show that this concession is not inferior to the two others as regards quantity of coal.

I now refer to the works in detail.

## THE "MARIANNE" AND "MATHILDE" MINES.

About 20 galleries, cuttings, and openings are being worked in the veins of the magnificent lower shaft, which contains at least 12 of them, showing a total thickness of about 33 yards of coal. These veins are regular throughout with a horizontal development of about 2,200 yards. They extend under the Bay and re-appear in the island of Hongay, their direction being towards the south and south-west. Their probable development in regard to depth is yet unknown.

Without delay we shall push on as actively as the inferior quality of the native labor, not yet sufficiently trained, will admit of, in the galleries already opened. We are opening other galleries in the seams which are still being discovered, so as to collect all possible information as to their composition and direction. cannot yet call these galleries proper works for the output of coal, but they are indispensable. They give but a small quantity of coal, most of which is adulterated by the neighbourhood of the surface, and in order to arrive promptly at a substantial production I purpose as soon as the prospecting of the layers has been completed, to continue tracing the galleries already commenced in the veins giving the best coal, and to commence working in the superior portions of the isolated veins that are easiest of access. This will keep us employed until the commencement of the real working, which will be by means of shafts, and which will reserve not only all the superficial portion of the veins thus worked, but also a thickness of about 100 yards under the Bay of Hongay, so as to reduce the infiltration of water, both by rain and sea.

## TRANSPORT OF THE OUTPUT.

The openings of the various galleries are connected with each other by a narrow gauge railway, rendering transportation from all the mines a matter of little trouble. At present the small quantity of sorted coal produced is put in baskets and conveyed to Hongay in sampans. When its proportions have increased as the galleries advance, it will be brought to the sampans by rail. Later on the waggons themselves will be embarked and towed to Hongay until the time when the wharf and railway will admit of the direct shipping of large quantities of coal, which the mines will then produce.

## THE "MARGUERITE" MINE.

What I said in the preceding article applies to the "Marguerite" mine, which, moreover, is in the immediate neighbourhood.  
THE "FANNY" MINE AT HATOU.  
This mine has been opened on a fine vein of from three to four yards of coal, which we have lately recognized further on, at a distance of about 500 yards. The prospecting continues, especially in the neighbourhood of the sea. This mine is ordered to give a large production, and a shaft and railway connection with Hongay, both of which are under consideration. Provisionally we will complete a line of railway leading directly to the sea, so as to be able to load the coal into sampans. The coal, however, is still of inferior quality, but it will not be long in greatly improving.

## NATURE OF THE PRODUCTS.

My opinion is that, as regards chemical composition, the coal of the three mines just described must be classed as a semi-bituminous coal, containing from 18 to 20 per cent of volatile matter, perhaps even a little more, and is in most respects similar to Cardiff coal. As a steam coal, therefore, its suitability would appear to be plainly indicated, and as a matter of fact this has been shown by the trials we have made. The products of these mines can be further employed in brick and cement making.



and in the manufacture of patent fuel, which will utilise the dust.

## CAMPAHA.

There is little to say with reference to the Campa concession, yet insufficiently known, but certainly it is extremely rich in coal of from 12 to 15 per cent. of volatile matter, and of a fine composition. This concession, owing to its distance from Hongkong, has been less actively pushed on than the other concessions, which will sooner give practical results. However, it will shortly be entrusted to skilled European overseers, who will proceed with all possible despatch to its proper development.

## GENERAL REMARKS.

The greatest portion of the veins so far as is at present known, can safely be described, as regards working, as powerful veins. In order to avoid the movement of earth, consequent on the working, which might expose the mine to infiltration of water from the surface, and also to avoid any risk of spontaneous combustion, possible in thick veins with intercalation of shale we shall proceed according to a method by complete embankment. Moreover, prudence will, for the first of these reasons, lead us to reserve, as far as possible, the veins of from 50 to 100 yards thickness, under which the work will be carried on. One might do away with this reserve in the isolated veins, which will serve to supply the first wants without fear of compromising the whole working field.

Besides, and for the same reasons, the shafts near the coast will be independent and have a limited area.

While the works now going on will give an increasing production, prospecting will be continued throughout the various concessions, which are rendering accessible, as well as the surface as by soundings, so as to get new working fields when the others are exhausted, or when it is impossible at present to estimate even approximately at what rate per ton the coal can be produced and shipped. At first sight it seems as if it might be higher than was expected; the labour, considering its present inferiority, will be rather expensive, at least for the period which will be required for the introduction of Chinese and Annamese coolies into the varied, delicate, and arduous labours of the mines. We shall partly remedy this defect by increasing the employment of machinery to the fullest extent possible with the condition of the layers, by encouraging the good workmen and by employing competent European workmen. The price of wood obtained, on the Concessions or from outside, is extremely low. The working materials, machinery and skilled supervision will be expensive. Nevertheless the high prices of fuel leave a sufficiently large margin so as to allow of an entire confidence being reposed in the durable prosperity of the Company.

The works are not yet advanced enough to allow of my indicating with certainty the period when we shall be able to produce coal of a standard composition to any quantity; but they have shown a coal-bed of immense richness in coal of good quality, especially in Hongkong and Hatou. All I can say is that the time is not far distant when, by efficiently prepared working and well planned shafts and galleries, we shall produce gradually increasing quantities of fuel which must command an easy and profitable sale.

I would only ask leave to insist on one point, and that is the avoidance of premature work which might compromise, or at all events render more risky and much more expensive, the working of a coal-bed of extreme richness. The future is fully secured if those interested will have the patience to await for it. The present favorable prospects can only be diminished by too much impatience for immediate results, which the certainty of a brilliant future should diminish.

Hongkong, May 31st, 1889.

(Signed) E. BRAUVERIE.

The Chairman—If any shareholder would like to ask any question regarding the Company's affairs I shall be pleased to afford all the information in my power.

No questions being asked, the Chairman proposed and Mr. Danby seconded the adoption of the Reports, which was carried unanimously.

The Chairman—By Article 17 of the bye-laws two of your Directors retire by rotation, and you have now to elect two shareholders to fill their places. The retiring Directors are Messrs. H.N. Mody and Bavier-Chauffour, who are eligible for re-election.

On the proposition of Mr. A.P. Stokes, seconded by Mr. Ezekiel, Messrs. Mody and Bavier-Chauffour were unanimously re-elected.

The Chairman—Mr. Marty, a member of the Board, having resigned owing to absence from the Far East, it will be necessary to fill his place.

Mr. Chatter proposed and Mr. Darby seconded the election of Monsieur Victor Chaffour, of Paris, Councillor of State, which was carried unanimously.

The Hon. J. Bell-Irving having resigned his position on the Board on leaving China, the Hon. J. J. Keswick, on the motion of Mr. M. G. Grote, seconded by Mr. Stokes, was unanimously elected to the vacancy.

The Chairman proposed that a vote of thanks be accorded to Mr. Bell-Irving for his valuable co-operation in connection with the business of the Company, which was duly agreed to.

The Chairman—There being no further business I now declare this meeting closed.

Mr. Danby—Gentlemen, before separating I have great pleasure in proposing a vote of thanks to Mr. Bavier-Chauffour, to the Directors, and the Chief Engineer for the excellent work they have already done in the Company's interests. I hope the work so well begun will be continued, and will result in the prosperity of this great enterprise (applauded).

This proposal was seconded by Mr. Stokes and carried with acclamation.

The Chairman in reply expressed his gratification at the confidence which had been reposed in him, and assured the shareholders that his brother Directors, with himself, had done their utmost to promote the general interests of the Company, and they would continue to do so. He thanked the meeting, amidst loud applause, for their vote of thanks.

The proceedings then terminated.

## THE "WANDERING MINSTREL."

## TERRIBLE SUFFERINGS.

By the kindness of Mr. J. D. Humphreys we are enabled to give an interesting extract from a letter received a few days ago from Captain Walker, of the *Wandering Minstrel*. He writes from Honolulu, on the 12th April:—On leaving Hongkong we had scarcely arrived at Midway Island I was glad to find my most sanguine expectations were realised—sharks in thousands, and in the reef and lagoons abundance of *beche de mer*. But the storm of the 3rd Feb. last year destroyed all, and left us on the beach—which we fortunately reached, entirely destitute. The provisions were swept out to sea, or where they could not be found. Our long captivity was made worse by want of food, particularly in the summer, when night and day were devoted to obtaining sufficient to keep us alive. We (the Europeans) suffered worst, as the Minstrels were more able to get food than we, but when sick they died quickly. On the arrival of the *Norma* we were very bad—scarcely

got hold of us. Mrs. Walker and Henry were the worst of our lot, but we all lost our gums, and had very little blood or circulation left. My hands, as I write, are more like dough than hands, they are so swollen, but the worst is my sight. I can only write now with the help of glasses. The white sand was very trying. Captain Johnson (of the *Norma*) gave us rice and potatoes, which helped to pull us together again, but he charged enough for our passage, here, but as he could not leave us any provisions I had no alternative but to charter him.

The vessel was posted at Lloyds between the 17th and 24th April as wrecked. The local agents of the offices which have insured the vessels have been applied to for the insurance money—about \$30,000—but it has not yet been paid, and it is possible there be some litigation.

## CORRESPONDENCE.

(We do not necessarily endorse the opinions expressed by Correspondence in their columns.)

## HONGKONG A FREE PORT.

TO THE EDITOR OF THE "HONGKONG TELEGRAPH." SIR,—I have always been labouring under the impression that Hongkong was a British colony and a Free Port. This afternoon I was however most disagreeably surprised to hear that a number of Custom House Officers, or "lithers of that ilk," had pounced upon my ordinary baggage, impounded it on the Wharf of the H. & C. S. S. Co. and insisted upon my paying for the "uncanny mortals," inspect the contents of my trunk, and search for something, (which *cannot be contraband*, if this is a Free Port) which I neither taste, smell, nor handle, if I can possibly help it.

My object in writing this is to let those in authority know, that as a free and enlightened, or benighted, British subject, I decidedly object to having my baggage searched in a British Free Port, by anybody, and that it is quite possible that somebody has been overstepping his authority in permitting anyone to search, or pry into, the baggage of visitors to Hongkong. For the past 30 years I have been going backwards and forwards to the coast and River Ports of China, where there are regularly established Custom Houses, but I have never been subjected to the annoyance given me to-day in the British Colonial Free Port of Hongkong.

Perhaps you or some of your readers may possibly be able to tell me who is responsible for this sort of thing, so that I may know who I have to deal with, in this unpleasant matter. Hoping you will excuse the length of this intrusion on your valuable space,

I remain, as usual,

Yours faithfully,

Hongkong, 3rd June, 1889.

W. MESNY.

## OUR STREETS.

TO THE EDITOR OF THE "HONGKONG TELEGRAPH." DEAR SIR,—One of the reasons for the dilatory manner in which the Government have set about clearing the principal street of the town from the state of chaos in which it has been buried for some days past, may be that no Government officials have the misfortune to reside in the Queen's Road, and not being put to any personal inconvenience by the hills and valleys which render walking in the street, after dusk a source of danger to the humble citizen of Hongkong, these exalted persons have neither pity nor consideration for the ratepayers, the doors of whose houses in the Queen's Road are blocked with "young mountains" of sand and mud, which have to be scaled each time they leave or enter their abodes.

In the early days of railways in England, it was suggested that a good way of diminishing the number of accidents, would be to compel a director of the Railway Co.'s to accompany each train on its perilous journey, seated on the buffer of the engine. Perhaps, if H.E. the Governor or the Surveyor-General were compelled to pass a few days and nights in one of the houses situated in Queen's Road Central, a little more energy would be displayed in the work of disinterring the main thoroughfare of this city than is shown at present.

I am, Sir,

Your obedient servant,

"SPRAINED ANKLE."

Hongkong, 4th June, 1889.

## CANTON.

(FROM OUR CORRESPONDENT.)

To-day being the anniversary of the Dragon festival the whole population are *en feu*. The Viceroy after receiving complimentary visits from the high officers of the Province in the early morning, arranged for his family to visit the buildings of the new University outside the western gate, so the public have been excluded admittance for the day. Is this the first step on the part of Chang Chai-tung towards endeavouring to improve the condition of the fair sex throughout the Empire? If so it will be welcomed as a considerable stride in the direction of civilisation. The most noticeable features in the Dragon boats if the mystic creature is excluded, was the inverted saucer hats of the business men painted with the P. and O. colours. It certainly would have gratified the heart of the Hon. Tom (Sutherland) to witness such a compliment paid to this ancient city by its seafaring population, to the prestige of the grand old Company over which he so successfully presides. The copper-cash turned out at the mint at present are mere specimens and are of very inferior manufacture, as may be seen in the square hole in the centre by the inferiority of the metal or manufacture by which portions of the metal adhere to the corners, as to make the shape a curious trigonometrical problem. The only damage done by the recent storm in this vicinity has been the washing into the river of a portion of the retaining wall building in the new Customs premises at Whampoa.

Relief expeditions with rice are being inaugurated for the Hweichow district.

## FORMOSA.

(FROM OUR CORRESPONDENT.)

TAMSUI, May 17th. Summer has set in and very hot weather has been prevailing for the past few weeks; our dry season (after a long rainy season) has commenced. The last steamers from Amoy brought a large amount of treasure for the Teamen and our tea season is in full swing. The *Formosa* which leaves for Amoy to-day takes a full cargo, and will return again on Friday—not going to Hongkong.

Work on the railway is progressing satisfactorily and in a few days another station will be opened for passenger traffic at Su-leng-ca, about 13 miles from Tai-pik-fou.

A new iron swinging railway bridge arrived at Hongkong a few days ago by steamer *Sargatan*, in place of the one lost in the ill-fated *Prism*. The *Prism* left to-day for Hongkong via Kelung, to bring it up here. The *Formosa* arrived here on the 11th, from Amoy, with treasure for the Government, and left again for Kelung to coal, afterwards going

down to Taiwanfoo to repair the cable between that place and Pescadore; she is expected back here with H.E. Liu Ming-chuan on or about the 25th.

I am credibly informed that Mr. W. Götze, for several years pilot at Kelung and lately on 9 months leave at Amoy, has started a ship-chandlery store there and is not returning to Kelung; which of the two undertakings will give him the best time will show, although it is very likely that when the railway is finished in the near future and with the increase of shipping arriving at Kelung, where new coal mines will shortly be opened, as Mr. Cook has discovered some very rich seams, the prospect for piloting and several other undertakings, as a good hotel and ship-chandlery at Kelung, are brightening, and with the railway running to Taiwanfoo, it may become the principal port of Formosa.

Vessels in port, s.s. *Formosa* and sailing vessels, *Bylgia* and *Charley-Mercury*.

THE great value of Scott's Emulsion of Pure Cod Liver Oil with Hypophosphites in Wasting Diseases is shown by the accompanying statement from Dr. C. Freeman, Sydney, Aust.:—"Having been a great sufferer from pulmonary attacks and gradually wasting away for the past two years, it affords me great pleasure to testify that the above medicine has given me great relief, and I cheerfully recommend it to all suffering in a similar way to myself. In addition I would say that it is very pleasant to take." Any Chemist can supply it.—A. S. Watson & Co. (Limited), agents in Hongkong and China.—*Advt.*

## To-day's Advertisement.

FOR MANILA, VIA AMOY.

THE Spanish Steamer "DON JUAN,"

Captain Marquez, will be despatched as above on THURSDAY, the 6th instant, at 4 P.M. For Freight or Passage, apply to BRANDBAO & Co., Agents.

Hongkong, 4th June, 1889. [689]

FOR KOBE.

THE Steamship "MACBETH" will be despatched for the above Port, on or about the 11th June. For Freight, apply to ADAMSON, BELL & Co., Agents.

Hongkong, 4th June, 1889. [693]

THE CHINA SHIPPERS MUTUAL STEAM NAVIGATION COMPANY, LIMITED.

FOR SHANGHAI, KOBE & YOKOHAMA.

THE Company's Steamship "CHINGWU,"

R. H. Macbush, Commander, will be despatched for the above Ports, TO-MORROW, the 5th instant, at DAYLIGHT. For Freight, etc., apply to ARNHOLD, KARBURG & Co., Agents.

Hongkong, 4th June, 1889. [690]

THE CHINA SHIPPERS MUTUAL STEAM NAVIGATION COMPANY, LIMITED.

NOTICE TO CONSIGNEES.

FROM GLASGOW, LIVERPOOL AND SINGAPORE.

THE Company's Steamship "CHINGWU,"

having arrived from the above Ports, Consignees of Cargo are hereby informed that their Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Kowloon, whence delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all claims must be sent in to the Office of the Undersigned before Noon, on the 10th instant, or they will not be recognized.

All broken, chafed, and damaged goods are to be left in the Godowns where they will be examined on the 10th instant, at 4 P.M.

No Fire Insurance has been effected, and any Goods remaining in the Godowns after the 10th inst. will be subject to rent.

Optional Cargo will be forwarded unless notice to the contrary be given before 10 A.M., TO-DAY, the 4th inst.

Bills of Lading will be countersigned by ARNHOLD, KARBURG & Co., Agents.

Hongkong, 4th June, 1889. [691]

FOR SINGAPORE, PENANG AND CALCUTTA.

THE Steamship "ARRATOON APCAR,"

Captain J. G. Offitt, will be despatched, for the above Ports, on SATURDAY, the 8th inst., at 4 P.M. For Freight or Passage, apply to DAVID SASSOON, SONS & Co., Agents.

Hongkong, 4th June, 1889. [693]

NOTICE TO CONSIGNEES.

FROM CALCUTTA, PENANG, AND SINGAPORE.

THE Steamship "ARRATOON APCAR" having arrived from the above Ports, Consignees of Cargo are hereby informed that their goods are being landed at their risk into the Hongkong and Kowloon Wharf and Godown Company's Godowns at West Point, whence delivery may be obtained.

Cargo remaining undelivered after the 10th instant, will be subject to rent. No Fire Insurance has been effected.

Consignees are hereby informed, that all claims must be made immediately, as none will be entertained after the 8th instant.

Bills of Lading will be countersigned by DAVID SASSOON, SONS & Co., Agents.

Hongkong, 4th June, 1889. [692]

A. S. WATSON & Co., LIMITED.

THE TRANSFER BOOKS of the Company will be CLOSED from the 13th to the 30th instants, both days inclusive.

T. H. TALBOT, Secretary.

Hongkong, 4th June, 1889. [697]

JOHN W. KINGHORN, CONSULTING MARINE ENGINEER & SURVEYOR, 13, PRAYA CENTRAL.

ESTIMATES and Prices for all kinds of STEAMERS and MACHINERY—Supplied on application. Machinery inspected and supervised. Hongkong, 4th June, 1889. [694]

## Auctions.

## PUBLIC AUCTION

OF CANTON SILK CREPES, LACQUERWARE, JEWELRY, &c.

THE Undersigned has received instructions to Sell by Public Auction,

## TO-MORROW.

the 5th June, 1889, commencing at 2 P.M., sharp at his Sale Rooms, Duddell Street, FOR ACCOUNT OF WHOM IT MAY CONCERN, WITHOUT RESERVE.

A large quantity of Canton Made Goods Comprising:—ASSORTED LACQUERWARE, CARVED IVORYWARE, FANS, PORCELAIN, SILK EMBROIDERED SCREENS, BLACKWOOD FURNITURE, Assorted, SILKS for LADY'S DRESSES, CRAPES, CRAPESHAWS, HANDKERCHIEFS, etc. Gold and Silver JEWELRY CURIOS and a variety of other GOODS.

The above will be on view on TUESDAY after 3 P.M.

TERMS AS USUAL.—Cash on delivery. G. R. LAMMERT, Auctioneer.

Hongkong, 31st May, 1889. [671]

VALUABLE SALE OF DESIRABLE BUILDING SITES AT THE PEAK.

MR. G. R. LAMMERT, Auctioneer, will sell by Auction on the site,

ON SATURDAY, the 15th June, 1889.

SIX VALUABLE BUILDING SITES KNOWN AS SECTIONS OF RURAL BUILDING LOT No. 61.

THIS Property is within a few minutes walk of the Tramway and has been divided into Sections of an average area of 5,000 square feet to meet a present and increasing demand for ECONOMIC BUILDING SITES.

The whole of the Earth work and retaining walls have been completed and the sites PREPARED FOR BUILDING in the most approved manner, and the whole now forms one of the most desirable sites at the Peak.

Conditions of Sale, Plans, Particulars and the fullest information can be obtained upon application to Messrs. WOTTON & DEACON, Solicitors, 35, Queen's Road; Mr. W. ST. JOHN H. HANCOCK, C.E., F.R.I.B.A., 3, Beaconsfield Arcade; or TO THE AUCTIONEER, Duddell Street.

Hongkong, 25th May, 1889. [647]

PUBLIC AUCTION OF VALUABLE MACHINERY, PLANT, &c., &c., &c.

THE Undersigned has received instructions to Sell by Public Auction, the latter part of June, 1889, on a day to be named hereafter, at the Machinery Shop lately in the occupation of Messrs. J. W. CROKER & Co., at Bowington Canal.

The whole of the MACHINERY and PLANT, Comprising:—One HORIZONTAL ENGINE of 13 H.P., One VERTICAL ENGINE of 4 H.P., One RO LER 7 feet, by 5 feet 6 inches, Four GAPE LATHES assorted sizes up to 15 feet length of bed, SCREWING, DRILLING, PUNCHING, and SHEARING, SLOTTING and ROLLING MACHINES, 2 PLANING MACHINES, STEAM HAMMER, CRANES, SHEARLEGS, SHAFING and BELTING, ANVILS VICES, BENCHES, WINCHES and FORGES, SUNDRY MACHINERY and PLANT, etc.

BAR and ROD IRON, BOILERTUBES, OLD BOILERS, etc., etc.

Also—One IRON STEAM LAUNCH.

TERMS OF SALE.—Cash on delivery. For further particulars, apply to G. R. LAMMERT, Auctioneer.

Hongkong, 1st June, 1889. [673]

NOTICES OF FIRMS.

NOTICE.

DURING my temporary absence in Japan, Mr. ALEXANDER LEVY is authorized to sign for the Undersigned and for GEO. R. STEVENS & Co.

GEO. R. STEVENS. Hongkong, 3rd June, 1889. [688]

NOTICE.

MR. W. H. GASKELL having entered into PARTNERSHIP with me, my business will from this date be conducted under the style of MENDEL & GASKELL.

LOUIS MENDEL. Hongkong, 1st June, 1889. [674]

NOTICE.

WE have this day admitted Mr. R. A. GUBBAY a PARTNER in our Firm. 16, Queen's Road, Hongkong, 1st June, 1889. [675]

NOTICE.

I HAVE appointed Mr. E. JONES HUGHES my attorney, to act for me during my temporary absence in Japan. H. G. JAMES. Hongkong, 23rd May, 1889. [641]

NOTICE.

I HAVE this day started as a-BILL and STOCK BROKER. A. N. E. JUDAH. Hongkong, 29th May, 1889. [660]

CHINA MERCHANTS' STEAM NAVIGATION COMPANY'S DEBENTURE LOAN OF 1876.

INTEREST DUE ON BONDS of this LOAN will be Payable at the Office of the HONGKONG & SHANGHAI BANKING CORPORATION on and after the 1st day of June, 1889.

For the HONGKONG & SHANGHAI BANKING CORPORATION, Agents issuing the Loan, G. E. NOBLE, Chief Manager.

Hongkong, 30th May, 1889. [678]

## Announcements.

## MAPPIN AND WEBB.

SHEFFIELD AND LONDON, Cutlers and Silversmiths, by special appointment to H. B. the Queen, &c., &c., &c.

BEG to announce that they have forwarded to Hongkong by their Representative

MR. W. S. MARSHALL, A choice and varied selection of CUTLERY, SILVER & ELECTROPLATED WARE, DRESSING CASES, FANCY LEATHER GOODS, &c., &c. Embracing all Novelties of every description of their well-known Manufacture for EXHIBITION AND SALE.

AT 3, DUDDELL STREET, (Ground-Floor).

For a few days only, commencing WEDNESDAY, the 5th June, 1889.

Prices same as in London. Dollars taken at three shillings. Catalogues free on application.

Hongkong, 3rd June, 1889. [683]

INTIMATION.

ALL our partially damaged articles by the recent rains, we are SELLING OFF at merely nominal prices. SALE to commence TO-DAY (SATURDAY) CRUICKSHANK & Co., Ltd., J. S. STEPHEN, Acting Manager.

Hongkong, 1st June, 1889. [679]

WANTED.

AN ENGLISH MISTRESS, for the whole or part of the day to TEACH EURASIAN GIRLS in the Victoria House and Orphanage. Apply to Rev. J. B. OST, West Point.

Hongkong, 30th May, 1889. [665]

NOTICE.

PRIVATE BOARD and RESIDENCE at Mrs. BOHM'S, Queen's Road East, No. 135. Good accommodation for Families and single parties. Moderate charges.

P. BOHM.

GENERAL Employment and Intelligence Office, Queen's Road East, No. 135; Information given of Situations offered and of suitable applicants for Situations.

WANTED A 10-20 roomed house in a central position. Offers to be sent to above Office. Hongkong, 17th April, 1889. [352]

NOTICE.

WE beg to intimate to the Public that we have purchased the STOCK-IN-TRADE of the Store of Mr. J. F. SCHEFFER, and to solicit a share of their patronage.

As we are expecting long invoices of multifarious Goods which will render our Store replete with Articles in keeping with our line, we can confidently warrant entire satisfaction in the execution of all orders sent to us.

CARMICHAEL & Co., Shipchandlers, and General Comprodores.

Hongkong, 27th May, 1889. [651]

UNION INSURANCE SOCIETY OF CANTON, LIMITED.

NOTICE TO SHAREHOLDERS.

AN INTERIM BONUS of twenty per cent upon contributions for the year 1888 has been declared. Warrants may be had on application at the Office of the Society on an after 1st May.



